

WHEREAS the Common Council of Saint John did by resolution passed on the seventeenth day of March in the year of our Lord one thousand eight hundred and seventy five, adopt and approve of the Report of the General Committee of the Board, submitted on that day for their consideration, which Report is as follows:—

*To the Common Council of the City of Saint John,—*

The General Committee to whom was referred the subject of organizing a Harbour Commission, submit the following Report:—

Your Committee, after careful consideration of the whole subject, are of opinion that it will be for the best interests of the City of Saint John that the whole management of the Port and Harbour of Saint John shall be vested in a Board of Commissioners; the principal reasons that have influenced your Committee in arriving at the opinion that a Harbour Commission is desirable, are—

That extensive and costly improvements are absolutely required in the harbour to provide for the due accommodation of the shipping at the port of Saint John, improvements that will involve an expenditure far beyond the means of this City Corporation: That under a Commission organized as is proposed, and consisting of a Board appointed by the Dominion Government, the Common Council, and the Board of Trade, a system of harbour improvement can be adopted and afterward carried on from year to year without being subject to the changes which would practically be found to impede the prosecution of such public works if under the management of a Committee changing from year to year: That if the harbour is placed under Commission facilities will be afforded by Parliament and the Dominion Government to the Commissioners, in realizing the money for the needed improvements, that would not be extended to the Common Council while the harbour of Saint John remains as it is at present, under the charter, the absolute property of the City Corporation, subject only to the public right of navigation: That in transferring to a Commission all powers and authorities now vested in the Common Council as conservators of the harbour, the City Corporation are not in any manner limiting or abridging any public right heretofore enjoyed by the inhabitants of the City, but in making the harbour one of the public harbours of the Dominion they are opening greater facilities for the commercial advantage of the port than have been hitherto enjoyed: That the practical working of Harbour Commissions in other cities of the Dominion, and generally in large maritime towns, as well in Great Britain as in America, has been found to be beneficial to the material prosperity of the localities where such Commissions are in operation: Your Committee being therefore of opinion that a Harbour Commission is desirable, have considered the terms upon which the City Corporation should agree that the necessary legislation may be had to vest all harbour rights in a Board of Commissioners to be appointed by the Dominion Government, the Common Council, and the Board of Trade: Your Committee recommend to the Common Council that the income now derived by the City from the various sources of revenue connected with the harbour, and income valuation placed on harbour properties, should be the basis upon which valuation is to be made and accepted for the transfer of the property and privileges to the Commission: The annual revenues to be taken in consideration are as follows:—

#### ON THE EAST SIDE.

Reed's Point Wharves, ... ..	\$5,025
Harbour Improvements (Buoys), ... ..	1,200
Market Wharves and Slips, ... ..	4,900
Pettengill Wharves and new Pier, ... ..	6,420
Charlotte Street Extension & Breakwater, ... ..	2,268
Small Wharves and Slips, East side, ... ..	730
Anchorage, ... ..	3,100
Fisheries (East side), three years' average, ... ..	1,910
Wharf Extension Rents, ... ..	1,369
Ballast Grounds and Breakwater, beyond Revenues above mentioned, ... ..	1,975
	<u>\$28,897</u>

#### ON THE WEST SIDE.

Small Wharves and Slips, west side, ... ..	\$849
Rodney Wharves and Slips, ... ..	715
Fisheries, west side, ... ..	3,123
Water Lots on west, and Flats to the southward of Sand Point, ... ..	1,260
	<u>5,947</u>
	<u>\$34,844</u>
Deduct estimated annual cost of repairs to Wharves, ... ..	1,500
	<u>\$33,344</u>

Making a total annual income on the basis of which a sum of \$456,553 is to be paid for property for the east, and a sum of \$99,200 for property on the west side, being the whole sum of \$555,753, to be paid to the City Corporation for the property and privileges transferred: The property and privileges so to be transferred are as follows:—

All powers and authorities relating to the harbour granted to the City Corporation under the Charter of the City of Saint John, or otherwise howsoever, reserving rights of ferry:

All wharves and slips now owned by the City, with the use of Charlotte Street Extension wharf to the same extent as it is now used for wharf purposes, reserving ferry landing as now used; also reserving the Fish Market wharf to low water mark, and buildings at the west end of Duke Street, and the Sidney Market wharf and buildings in Sidney Ward:

All land owned by the City covered with water and over which the tide flows, not being laid out as City lots, reserving the right at southern part of the City on the east side of the harbour, and on Courtenay Bay, and upon the Flats to the southward of Sand Point at Carleton, as hereinafter set forth:

The Commission to hold the wharves and roadways subject to obligations to keep the same in repair, and also subject to existing covenants that bind the City relating to any such wharves:

The Fisheries heretofore enjoyed under the Charter and Acts of Assembly relating thereto:

All that land known as the "Ballast Grounds" and lying south of the Breakwater wharf and west of the extension of the west side line of Charlotte Street, such land to be used as ballast grounds, and to be kept open and unencumbered, except as may be necessary for the convenience of trade in loading and discharging vessels:

"Reserving the shore, flats and land covered and uncovered with water within the bounds hereafter described, namely—The west side line of Charlotte Street prolonged to a point twelve hundred feet southerly from the south side line of Sheffield Street; thence at right angles easterly along a line